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WESTERN RAILWAY CLUB

OFFICE OF SECRETARY

390 OLD COLONY BLDG.

Chicago, Ill., March 16, 1909.

REPORT OF COMMITTEE ON REVISION OF THE M. C. B. RULES OF INTERCHANGE.

To the Members:

Your committee has carefully considered the M. C. B. rules of interchange, and would recommend that the following changes and additions are necessary to bring them up to date.

The rules should be divided into three separate headings, viz. rules relating to

- a. Interchanging Freight Cars
- b. Instructions to Repair Men
- c. Instructions for Billing

and the rules relating to these headings should be brought together.

Preface—Second paragraph:

That the word *should* be changed to *must*, making more emphatic what action should be taken.

RULE 3, PAGE 4:

That the rule be modified to designate the journal in order to facilitate billing for removal of wheels, journal boxes and contained parts, etc., by the addition of the following paragraph:

"Facing the 'B' end of car the journal boxes in their order on the right side of car shall be known as 'R1,' 'R2,' 'R3,' and 'R4,' and similarly those on the left side of car shall be known as 'L1,' 'L2,' 'L3,' and 'L4.'"

RULE 7, PAGE 8:

Your committee would respectfully renew the recommendation made last year, making the rule read as follows:

"Shelled out: wheels with defective treads on account of pieces shelling out; if the spots are over 2½ inches or are so numerous as to endanger the safety of the wheel on cars of under 80,000 lbs. capacity and 2 inches on cars of 80,000 lbs. capacity and over."

RULE 9, PAGE 5:

Your committee would renew the recommendations made last year, namely:
"Worn through chill: when the worn spot exceeds 2½ inches in length on wheels of cars under 80,000 lbs. capacity and 2 inches on cars of 80,000 lbs. capacity or over."

RULE 10, PAGE 5:

It is recommended that this rule be changed to conform with the leaflet sent out by the Arbitration committee Sept. 22, 1908, making the rule read:

RULE 10:

"Worn flange: cast wheels under cars of less than 80,000 pounds capacity, with flanges having flat vertical surfaces extending more than 1 inch from tread, or flange 15-16 inch thick or less gauged at a point $\frac{3}{8}$ inch above tread. Wheels under cars of 80,000 pounds capacity or over, with flanges having flat vertical surfaces extending more than $\frac{7}{8}$ inch from tread, or flange less than 1 inch thick, gauged at a point $\frac{3}{8}$ inch above tread (see Figs. 4 and 4a).

"Worn flange: steel and steel-tired wheels with flanges having flat vertical surfaces extending more than 1 inch from tread, or flange 15-16 inch thick or less (see Figs. 4 and 4a)."

It is also suggested that the drawing of wheel defect gauge (Fig. 1, page 7), be modified by the insertion of the dimensions $\frac{3}{8}$ inch to show the exact point of contact of gauge against the throat of worn flange when used in the position shown in Fig. 4, page 10.

RULE 19, PAGE 8:

The recommendations of last year are respectfully renewed, making the rule read:

"Flat sliding: if the spot caused by sliding is $2\frac{1}{2}$ inches or over on wheels on cars under 80,000 lbs. capacity and 2 inches on wheels on cars of 80,000 lbs. capacity or over."

Should the proposed changes in rules 7, 9 and 19 be finally adopted by the M. C. B. Assn., a change should be made in the wheel defect gauge, Fig. 1, page 7, to measure the two inch flat spot as well.

RULE 28, PAGE 16:

It is suggested that the words "*or bolts*" be added to this rule, making the last phrase read "regardless of the previous condition of the bearings or *bolts*."

This suggestion is made to conform with decision in Arbitration case 719.

RULE 33:

It is suggested that all the requirements regarding air brakes, air brake hose, and the train line now covered by Rules 33, 34, 37 and 38 be modified and incorporated in this rule, making it read as follows:

"Cars equipped with air brake hose other than M. C. B. $1\frac{1}{4}$ inch standard and so branded (owners responsible), except cars offered in interchange, where delivering company is responsible.

"All cars not originally equipped with retaining valves, owners responsible.

"All cars offered in interchange must be equipped with air brakes and fitted with M. C. B. standard $1\frac{1}{4}$ inch train line."

RULE 34, PAGE 17:

It is suggested that this rule be eliminated as it is entirely covered by the proposed change in Rule 33.

RULE 37, PAGE 17:

It is suggested that this rule be omitted as it is covered by the proposed modification and revision of Rule 33.

RULE 38, PAGE 18:

It is suggested that the second paragraph of this rule relating to retaining valves be omitted owing to its having been added to Rule 33 in this proposed revision.

RULE 40, PAGE 18:

It is suggested that the first sentence of this rule be changed to read:

"Steps, ladders, handholds or running boards in bad order or insecurely fastened, or absence of grab irons, handholds, M. C. B. couplers or their attachments, as required by law."

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The addition to this rule of "M. C. B. couplers or their attachments" is intended to include in this one rule all reference to parts covered by the safety appliance law, and to make rule conform to the present practice in interchange in requiring possessors of cars to make repairs before offering or moving car in interchange.

RULE 41, PAGE 18:

It is suggested that the last sentence be changed to read as follows:

"The size and character of cards which may be used on freight cars may be divided into four classes, viz:

"1. Routing Cards: cards bearing information required by the railroads, such as initial and number of cars, consignee, destination, consignor, contents, point of shipment, route, etc.

"To be of cardboard, size, vertical dimension maximum 5 inches, horizontal dimension maximum 8 inches.

"To be permitted on all loaded cars.

"No picture or trademark to be permitted.

"Space for railroad information to occupy lower three-fifths of card.

"Any printing on the upper two-fifths to be limited to letters not exceeding one-half inch in any dimension.

"All printing to be in black ink.

"A copy of card, in reduced form, is shown herewith.

(Name of Consignor, etc.)	
(Name of Consignor, etc., in letters not more than one-half in any dimension.)	
<hr/>	
Initial and No.	Contents
Point of Shipment	R. R.
Consignee and Destination	
Via	
Date	

"2. Special Cards: required by the Regulations for the Transportation of Explosives formulated by the Interstate Commerce Commission and the Regulations for the Transportation of Inflammable Articles and Acids prescribed by the American Railway Association. They shall be used, be of the text and size described, and be attached to cars as prescribed by said regulations.

"3. Symbol (e. g., fast freight line, manifest freight, etc.), and various M. C. B. cards: cards prescribed by individual roads for special purposes. Their size, use, text and method of application will be prescribed by each individual road to suit its requirements.

"4. Special cards: cards required by United States Customs Regulations or by State authorities, such for example as quarantine regulations, and must be used as prescribed by the United States Customs Regulations."

Western Ry. Co.

RULE 45, PAGE 19:

It is suggested that this rule be changed to read:

"Cars equipped with M. C. B. couplers having pocket rear-end attachments and so stenciled, if found with stem or spindle attachments instead of pocket, or single pocket attachment in place of tandem. Also cars equipped with 5x7 shank couplers, and so stenciled, if found equipped with any other size shank coupler."

The suggestion for an addition to this rule, making the delivering line responsible for coupler rear end attachments, etc., is to prevent the too common practice at the present time of making repairs by putting in short pockets with single springs, thus penalizing roads making such repairs by making them card for same in interchange of car. The same reason applies in the case of small shank couplers and is in line with Arbitration cases 725 and 748.

RULE 46, PAGE 19:

It is suggested that this rule be eliminated if the recommendations contained under Rule 40 are approved.

RULE 47, PAGE 19:

It is suggested that reference to Rules 34 and 46 in this rule be omitted, as it has been proposed that those rules be eliminated; also, that the rule be changed to read:

"Any company making improper repairs is solely responsible to the owners, with the exception of the cases provided for in Rules 29, 43, 44 and 45, and also in case it should be necessary to replace stem or spindle with pocket attachments; also uncoupling attachments of M. C. B. couplers."

RULE 49:

It is recommended that the heading before this rule be changed to read as follows:

"Combinations of Damages to Wooden, Steel or Composite Cars which denote unfair usage, if occurring at the same end of car."

And that following Rule 56 some combinations relating to steel and composite cars only, be added as follows:

STEEL AND COMPOSITE CARS ONLY.

"First: Damage to coupler, accompanied by damage necessitating splicing, or renewal of end sill; and splicing, or renewal of two or more longitudinal sills.

"Second: Damage to end sill, side sill, or any part of car, necessitating straightening, splicing, or renewal necessary to put car in serviceable condition; or to properly repair brakes, or safety appliances.

"Third: One or more side stakes raked, or cut more than one-half the depth of the metal; or, damaged, or cut side; if accompanied by bent or broken side stake, re-enforcing strips, or angle, or any sheet requiring repairs, on account of broken, or cut through.

"Fourth: Damage above sills of Composite cars, as per Rule 56."

RULE 56, PAGE 20:

First foot note. It is suggested that the first foot note be changed to read:

"The word 'coupler' in the above rules 49 to 53 inclusive, means the coupler body only."

This suggestion is made on account of the frequent breakage of knuckles at other than times of other parts forming combinations of defects, and the removal of knuckles at time of repairs on account of combinations such renewals being on account of worn conditions and to get coupler within gauge.

Under such conditions the question is raised when bill is presented, whether the knuckle is the only item which would make a combination if considered with other parts repaired.

Third note:

It is suggested that the first sentence of this rule be changed to read:

"It will be assumed that a missing coupler and attachments are *not* damaged unless shown to the contrary."

This suggestion is made for the reason that in the majority of cases of couplers pulling out, they are in serviceable condition, and further, to make the rule conform to the intent of Rule 87 which permits a labor charge *only* for replacing coupler, evidently assuming in this rule that the coupler is good for service.

RULE 65, PAGE 24:

Inasmuch as there is a committee of the Master Car Builders Assn., investigating the subject of splicing sills, it is suggested that in the event that that committee should recommend any change in the form of splice, that such recommendations be considered before this rule is finally revised.

It is further suggested that the first paragraph of this rule be modified to read:

"Draft timbers must not be spliced. All longitudinal sills may be spliced once with the exception of center sills, which may be spliced at both ends. Not more than two adjacent sills may be spliced at the same end of car, *except two inside intermediate sills, together with the two center sills at the same end of car, provided that the center sill splice conforms to M. C. B. practice, and such intermediate sill splices can be made between the body bolster and the end sill.*"

This recommendation permitting the splicing of inside intermediate sills in connection with center sills is made for the reason that the intermediate sills act in a load carrying capacity and do not take any of the pulling strains. It is believed that such practice can be carried out without detriment to the car, and at the same time effect a saving in repairs, as the ends of these sills are often broken on cars requiring repairs of this nature.

RULE 71, PAGE 30:

It is suggested that the first paragraph of this rule be changed to read:

"In replacing air brake hose on foreign cars for which bills are made, new *M. C. B. 1 1/4 inch standard hose, and so branded*, must be used."

This is suggested to make the rule conform to the suggested changes in Rule 33.

Eliminate the second paragraph as it has already been covered by the recommendations of your committee.

RULE 75, PAGE 31:

It is suggested that this rule be eliminated for the following reasons:

"1st: When the rule was adopted cars with defective ends and couplers were handled in interchange under chains, but this has been discontinued at the present time.

"2nd: The practice of chaining double loads has been discontinued by a large number of the roads, and chains are not being used on cars in interchange, which makes this rule obsolete."

RULE 87, PAGE 38:

It is suggested that the word "yokes" in the third line from the end of rule be changed to read "pockets," because the part is better known by this name.



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RULE 125, PAGE 70:

It is suggested that some provision be made to route cars home by the shortest routing rather than by the route by which car arrived when it became worn out or decayed.

PASSENGER CAR RULES.

RULE 3, SECTION C:

Would recommend the elimination of this rule for the reason that line expenses and what constitutes same are subject of agreements between the roads at interest in the line.

RULE 4:

Would recommend that this rule be eliminated for the reasons given in Rule 3, Section C.

RULE 15 (b):

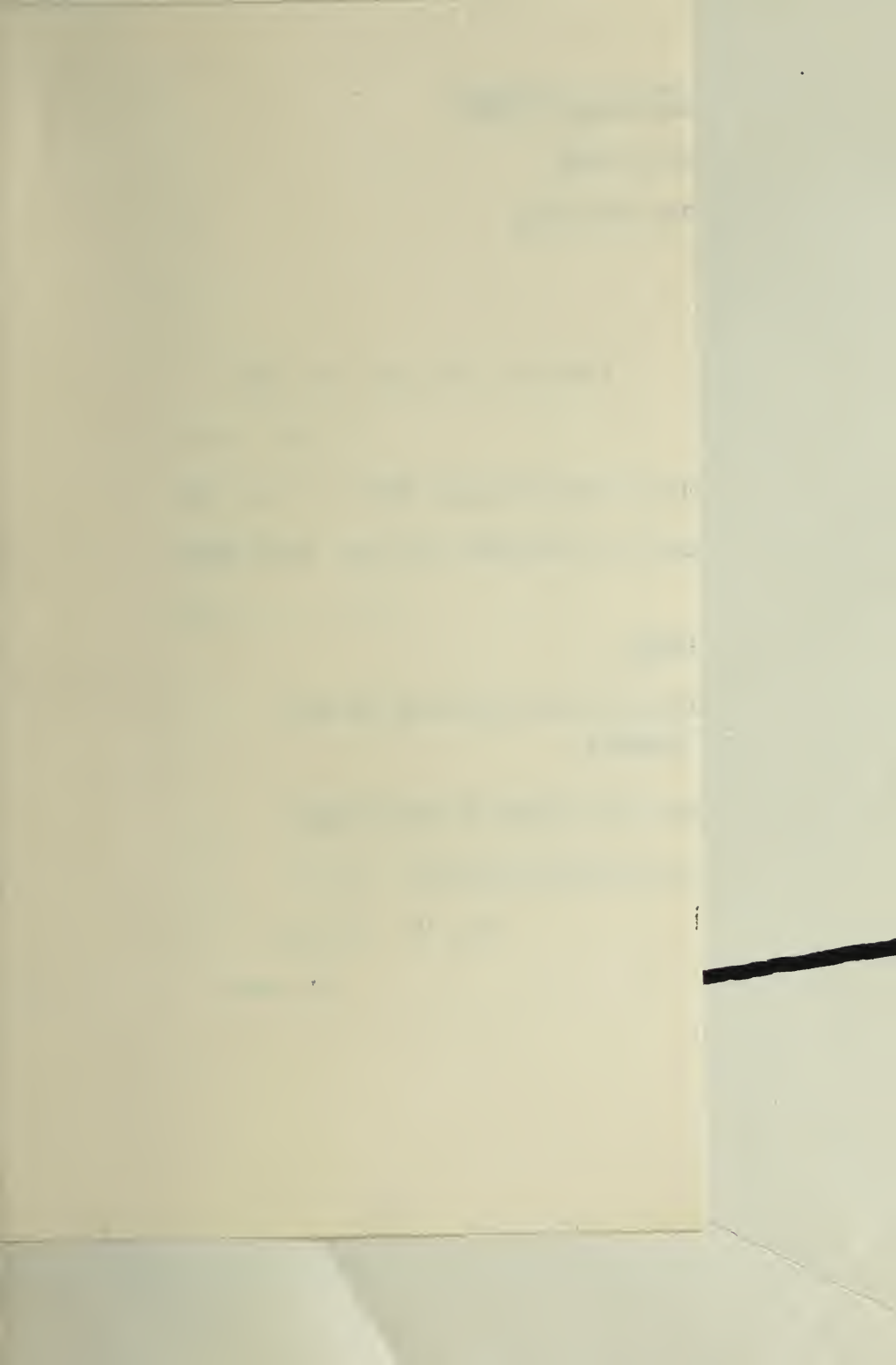
Would recommend that rule be changed to conform to leaflet issued by the Arbitration Committee, Sept. 22, 1908, and that the words "at last turning" be added after the word "thinner" in next to last line.

Respectfully submitted,

T. H. GOODNOW,
W. E. SHARP,
H. LARUE,
J. W. FOGG,
H. H. HARVEY.

Committee.

Chicago, Ill., April 1, 1909.



Western Railway Club

OFFICE OF SECRETARY

390 Old Colony Building

CHICAGO, Ill, April 14, 1909

To the Members:

The regular monthly meeting of the Western Railway Club will be held in the Auditorium Hotel, Chicago, on Tuesday evening, April 20th, 1909, at 8 o'clock.

PROGRAM

The Influence of Ash on the Value of Coal in Railway Service.

By MR. A. BEMENT

Report of Committee on Revision of the Rules of Interchange.

A copy of the paper and report is enclosed herewith.

JOS. W. TAYLOR,

Secretary

